The Eleventh Annual Report on Progress in Implementing the King County Countywide Planning Policies

King County Benchmarks 2008 Transportation

Transit Ridership On The Rise

A transportation system that efficiently moves people and freight through the region is a key element in comprehensive planning in King County. In recognition of the fact that King County is the regional freight distribution hub as well as a major job and housing center, the Countywide Planning Policies (CPPs) promote a multi-modal transportation system that is based on regional priorities and includes an aggressive transit system and physical infrastructure planning that supports compact, urban development. These goals are increasingly important as the region anticipates growth in both population and freight movement over the next 30 years.

Analysis conducted by the Texas Transportation Institute indicates that peak-period commuters in the Seattle metropolitan area spent an estimated 45 hours delayed in traffic congestion in 2005, wasting 34 gallons of fuel per traveler, collectively costing the region an estimated $1.4 billion in lost productivity. However, among 39 urban areas with a population exceeding 1 million, Seattle's congestion has actually improved in the past decade, from fifth worst ranking in 1995 to 19th in 2005. Over the 10 year period, Seattle was one of only 10 metropolitan areas with an improvement in overall congestion.

While the Texas Transportation Institute models congestion data for the entire transportation system, the Washington State Department of Transportation (WSDOT) monitors traffic conditions on the region's *most congested* commute routes. Using real-time data WSDOT found a clear worsening of peak-period congestion along key commute routes in King County, despite the relative improvement reported by the Texas Transportation Institute. As discussed in Indicator 41, commute times increased on 32 of the 38 monitored routes between 2002 and 2006.

Bucking national trends, a smaller share of King County's residents drive alone to work while more are using public transportation to commute to work. Between 2000 and 2007, public transit ridership increased approximately 16%, with 126 million boardings in 2007. Likewise, the share of resident workers that work from home has doubled since 1990, a rate of growth far exceeding the rate seen nationally.

Contributing to congestion on King County roads is an increase in freight being transported through the Puget Sound region. The Federal Highway Administration (FWHA) estimates that 477 million tons of freight, at a value of $371 billion, moved through Washington state in 2002 and anticipates that the volume of freight moving through Washington will more than double by the year 2035. With close to 70% of that volume being transported by truck and rail, Washington state's transportation infrastructure will be further taxed. Situated on a principal freight corridor, King County will likely experience much of that growth in freight volume.

Understanding the current challenges to the region's transportation system and expecting future growth to further tax the system, King County and its jurisdictions continue to use comprehensive planning as a means to provide an infrastructure that both fosters future growth and maintains the region's high quality of life as illustrated by the five indicators in this bulletin.

What's Inside

Average Commute Lengths for Major Destinations in King County

OUTCOME: ENCOURAGE LINKAGES BETWEEN RESIDENCES, COMMERICAL CENTERS AND WORKPLACE LOCATIONS

Countywide Planning Policy Rationale

"Within the Urban Growth Area, growth should be directed as follows: a) first, to Centers and urbanized areas with existing infrastructure capacity; b) second, to areas which are already urbanized such that infrastructure improvements can be easily extended; and c) last, to areas requiring major infrastructure improvements." (LU-28) "The region's scarce resources for transportation capacity improvements must be used prudently to focus on areas where zoning and densities support a multi-modal transportation system....The land use pattern shall be supported by a balanced transportation system which provides for a variety of mobility options." (FW-18) "Target ranges for employment growth inside and outside Urban Areas shall be based on the following criteria:...The willingness of local jurisdictions to implement policies which encourage transit...and the adoption of policies that encourage clustering of commercial and residential areas." (LU-68) "Each [Urban] Center shall have planned land uses to accommodate... a minimum of 15,000 jobs within one half mile of a transit center."

According to the U.S. Census Bureau, the average travel time to work for employed King County residents in 2000 was 26.5 minutes. Including commutes using all modes of travel and at all times of day, this estimate is likely shorter than the travel times of those workers that commute during peak morning and evening travel times. The 2006 American Community Survey estimates that the average travel time to work increased to 26.7 minutes, a nominal increase over the 6-year period.

The Washington State Department of Transportation monitors travel conditions on Puget Sound's *most congested* commute routes and found that the average commute time during peak congestion increased on 32 of the 38 commute routes tracked. Figure 41.1 shows the average travel time on 20 of those routes in King County. As shown, the Tukwila/ Bellevue morning commute time increased 31% from 2002 to 2006, resulting in a commute of 42 minutes. This commute takes 2.65 times longer than expected when traffic is moving at peak efficiency. The reverse evening commute also increased in this time period, taking twice as long to complete as expected at peak efficiency. Conversely, the Redmond/ Bellevue morning commute typically runs at peak efficiency with an improved commute time between 2002 and 2006. Similarly, the Seattle/ SeaTac evening commute improved slightly, though it still does not run at peak efficiency during evening commute time.

Figure 41.1

Peak Hour Commute Times on Major King County Commute Trips

	Anticipated Travel Time at Peak Efficiency (2006)		Commute Time (in minutes)					
			2006		2004		2002	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
I-405 Tukwila-Bellevue AM/ Bellevue-Tukwila PM	16	16	42	33	35	28	32	26
I-5 Everett-Seattle AM/ Seattle-Everett PM	28	26	50	43	45	42	44	42
SR-520 Redmond-Seattle AM/ Seattle-Redmond PM	17	17	22	30	22	29	22	26
SR-520 Bellevue-Seattle AM/ Seattle-Bellevue PM	12	12	18	21	19	19	17	18
I-90 Bellevue-Seattle AM/ Seattle-Bellevue PM	13	12	16	18	14	18	15	17
I-90 Issaquah-Bellevue AM/ Bellevue-Issaquah PM	11	11	18	19	17	16	17	16
SR520 & I-405 Redmond-Bellevue AM/ Bellevue-Redmond PM	8	8	8	15	9	14	10	13
I-5 SeaTac-Seattle AM/ Seattle-SeaTac PM	15	15	27	19	23	18	23	20
I-5 & I-90 Issaquah-Seattle AM/ Seattle-Issaquah PM	18	18	26	23	22	23	23	23
SR-167 Auburn-Renton AM/ Renton-Auburn PM	12	12	17	20	16	17	15	20

source: Washington State Department of Transportation

Note: Refer to *Measures, Markers and Mileposts- September 30, 2007* for information on the remaining Puget Sound routes monitored by WSDOT.

Public Transit Ridership

OUTCOME: INCREASE THE USE OF MODES OF TRANSPORTATION OTHER THAN SINGLE OCCUPANCY VEHICLES

Countywide Planning Policy Rationale

"All jurisdictions in the County, in cooperation with METRO, the Metropolitan Planning Organization [Puget Sound Regional Council], and the State, shall develop a balanced transportation system...(FW-19). "The countywide transportation system ...shall be a multi-modal system....[which] shall include the following: a. an aggressive transit system, including high-capacity transit; b. high occupancy vehicle facilities;...g. non-motorized facilites; and h. freeways, highways, and arterials." (T-1). "Each Urban Center will be providing for a minimum of 15,000 jobs and should be served by high-capacity transit.... All jurisdictions that would be served by high-capacity transit shall plan for needed high-capacity transit rights-of-way, stations and station supportive transportation facilities and land uses in their comprehensive plans.... (T-5). "To encourage transit use, jurisdictions should establish mechanisms to limit the use of single-occupancy vehicles for commuting purposes...All plans for Urban Centers shall encourage bicycle travel and pedestrian movement." (LU 44)." Mode-split goals and measures of mobility for transit, ridesharing and non-motorized travel shall be established by local jurisdictions and METRO."

Figure 42.1

Annual Passenger Boardings on Metro Transit, Community Transit, and Sound Transit

	2000	2001	2002	2003	2004	2005	2006	2007	change 2000-2007
Metro Transit	101,689,397	98,691,016	94,465,397	94,559,994	96,507,443	98,957,216	103,242,414	110,600,190	9%
Community Transit	2,430,208	2,459,188	2,387,189	2,347,057	2,382,506	2,538,841	2,739,089	2,808,001	16%
Sound Transit Express	2,373,400	2,695,800	2,682,800	2,930,600	3,313,700	3,648,327	3,766,574	4,122,630	74%
Sounder	102,552	562,740	672,495	751,163	955,298	1,268,291	1,692,971	2,156,652	2003%
Total	**106,595,557**	**104,408,744**	**100,207,881**	**100,588,814**	**103,158,947**	**106,412,675**	**111,441,048**	**119,687,473**	**12%**
Population	1,737,034	1,758,300	1,774,300	1,779,300	1,788,300	1,808,300	1,835,300	1,861,300	7%

source: King County Department of Transportation, Community Transit Authority, Sound Transit, WA OFM

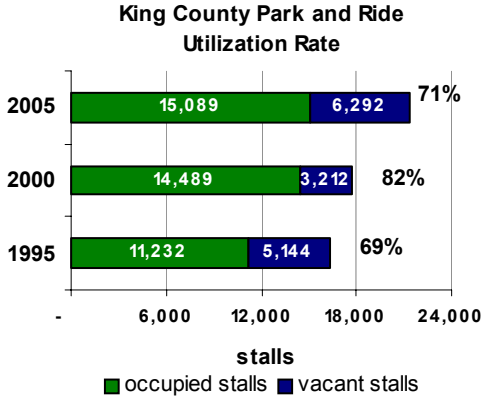
Public Transit Ridership. With more than 126 million annual boardings in 2007, public transit ridership has increased 12% since 2000. Over the seven year period, ridership growth outpaced both population and employment gains in King County, which increased 7% and 2% respectively. Providing principally commuter service into King County, Community Transit, Sound Transit Express and Sounder commuter rail combined to account for about one-quarter of the increase in ridership.

Following service improvements and completion of a number of key capital projects--including park-n-ride lots in east King County, the Federal Way Transit Center and freeway stations along the I-405 corridor--ridership on Sound Transit Express grew almost 75% over the last seven years.

First carrying passengers between Tacoma and Seattle in September 2000, the Sounder has seen exceptional growth in the last seven years. Adding the Everett/Seattle route in December 2003 and expanding service on the Tacoma/Seattle and Everett/Seattle routes resulted in 30% annual growth in ridership since 2003.

Park and Ride Use. Like public transit ridership, park and ride use saw little or no growth between 2000 and 2003, as the region faced a recession and negative job growth. Despite that, the park and ride occupancy rate in King County has averaged 74% since 1995, averaging 3% annual growth in this 10 year period. In 2005, as in 1995, northwest King County park and ride lots had a higher occupancy rate than those in east or south King County.

Figure 42.2



source: Puget Sound Regional Council

Percent of Residents who Walk, Use Transit, Bicycle or Carpool as Alternatives to the Single Occupancy Vehicle

OUTCOME: INCREASE THE AVAILABILITY AND USE OF MODES OF TRANSPORTATION OTHER THAN SINGLE OCCUPANCY VEHICLES

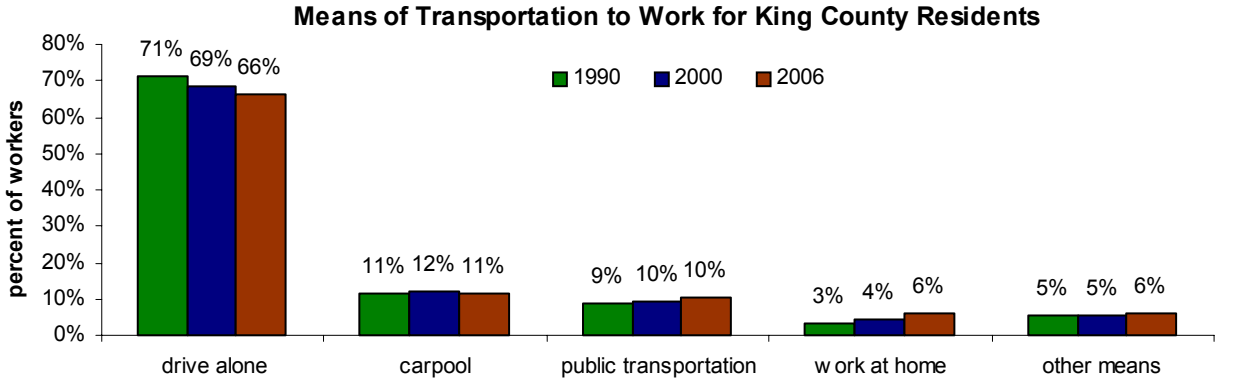
Countywide Planning Policy Rationale

"The land use pattern shall be supported by a balanced transportation system which provides for a variety of mobility options...[including] a high capacity transit system which links the Urban Centers and is supported by an extensive high-occupancy vehicle system, a local community transit system for circulation within the Centers and to the non-center Urban Areas, and non-motorized travel options." (FW-18). "To encourage transit use, jurisdictions should establish mechanisms to limit the use of single-occupancy vehicles for commuting purposes. Such mechanisms could include charging for long-term single-occupancy vehicle parking and/or limiting the number of off-street parking spaces for each urban Center...[and] developing coordinated plans that incoporate Commuter Trip Reduction guidelines." (LU-44). "The transportation element of Comprehensive Plans shall include pedestrian and bicycle travel as part of the transportation system and be developed on a coordinated, regional basis. The bicycle and pedestrian element shall be a part of the funding component of the capital improvement program." (T-7). "Mode-split goals and measures of mobility for transit, ridesharing and non-motorized travel shall be established by local jurisdictions and METRO."

Commuting trends in King County have run counter to those seen nationally since 1990. While the share of King County commuters driving to work alone decreased from 71% in 1990 to 66% in 2006, a greater share of the national workforce drives alone to work, increasing from 73% to 76% in the same 16-year time period. Similarly, public transportation continues to be used by a greater share of commuters in King County than nationally. While one in ten King County residents commutes to work using public transportation, fewer than one in twenty of the national workforce commutes via public transportation.

According to U.S. Census and American Community Survey (ACS) data, King County's resident workforce grew by about 17% between 1990 and 2006. Despite an increase in the real number of workers that drove alone, their relative share of the county's commuters decreased, due largely to gains in other means of commuting. ACS estimates an increase of about 38% in public transit commuting and a doubling of the number of King County residents that work at home, rates of growth much higher than seen nationally for both categories. In 2006, more than 55,000 residents-- 6% of the county's resident workforce-- worked out of their home. Nationally, about 4% of the workforce worked at home in 2006, compared to 3% in 1990.

Figure 43.1



source: U.S. Census Bureau and American Community Survey

Amount of Congestion Affecting Commercial and Non-Commercial Traffic

OUTCOME: IMPROVE ABILITY OF GOODS AND SERVICES TO MOVE EFFICIENTLY AND COST-EFFECTIVELY THROUGH THE REGION

Countywide Planning Policy Rationale

"In recognition of the fact that King County is a regional freight distribution hub and a major international trade gateway, and that freight transportation is one of the state's most important basic sector economic activities, goods mobility by all modes shall be included as a component of comprehensive plans." (FW-20) " In order to maintain regional mobility, a balanced multi-modal transportation system shall be planned that includes freeway, highway and arterial improvements by making existing roads more efficient. These improvements should help alleviate existing traffic congestion problems, enhance high-occupancy vehicle and transit operations, and provide access to new desired growth areas....General capacity improvements promoting only single-occupant vehicle traffic shall be a lower priority." (T-8)

To supplement travel times reported in indicator 41, this indicator uses Volume/ Capacity (V/C) ratios to illustrate congestion on three commute routes in King County. Volume refers to the number of vehicles using a roadway at peak commute times while capacity is its ability to support that volume based on its design and number of lanes. A V/C ratio between 0.5 and 1.0 indicates a roadway is below its calculated capacity, though maneuvarability is limited. A ratio above 1.0 indicates significant congestion.

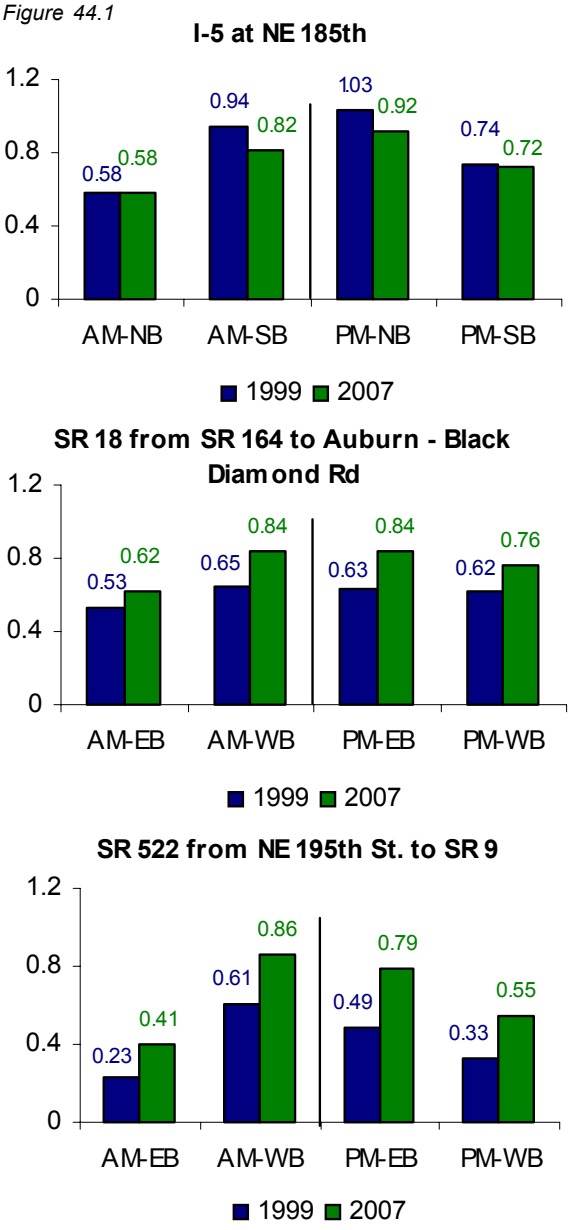
Figure 44.1 provides V/C ratio data for 12 commute routes tracked by the Washington State Department of Transportation (WSDOT). As shown, congestion on all but three of the reported commute routes has worsened. While none of the routes are presently at capacity, eight of the routes experience travel speeds below free flow conditions.

While automobiles still account for the majority of vehicular traffic in King County, growth in commercial truck traffic has outpaced that of autos since 1997. As monitored by WSDOT, commercial truck traffic now accounts for about 8% of the vehicles on highways in King County, an increase from 6% in 1997.

Growth in commercial truck traffic can be attributed to increased trade activity. In 2007, the Port of Seattle reported the movement of close to 2 million TEUs (Twenty Foot Equivalent Unit containers) through the seaport, representing a 32% increase in container traffic since 1999. In addition to rail transport, truck traffic will continue to grow in order to accommodate trade activity at the port.

Volume/ Capacity (V/C) Ratios	
0.5-0.75	Travel speed still at or near free flow, but ability to maneuver within the traffic stream is noticeably restricted.
0.75-0.90	Travel speeds begin to decline with increasing flows; minor incidents expected to cause queuing.
0.90-1.0	Operation at or near capacity and therefore volatile because there are virtually no usable gaps in traffic stream; maneuverability is extremely limited.

Figure 44.1



source: Washington State Department of Transportation

Number of Lane Miles of City, County and State Roads and Bridges in Need of Repair and Preservation

OUTCOME: PROTECT AND IMPROVE TRANSPORTATION INFRASTRUCTURE

Countywide Planning Policy Rationale

"Transportation elements of Comprehensive Plans shall reflect the preservationand maintenance of transportation facilities as a high priority to avoid costly replacements and to meet public safety objectives in a cost-effective manner." (T-16) "Infrastructure planning and financing shall be coordinated among jurisdictions to direct and prioritize Countywide facility improvements" (FW-21)

Figure 45.1

Pavement Condition Rating for King County Arterials						
Jurisdiction	2006 Arterial Centerline Miles	2006 Weighted Overall PCI Score	Pavement Condition Categories			
			Good/Exc (PCI 71-100)	Fair (PCI 50-70)	Poor (PCI 25-49)	Very Poor (PCI <25)
Algona	6.0	63	45%	45%	10%	0%
Auburn	82.8	60	53%	13%	13%	21%
Beaux Arts	0.3	80	64%	0%	36%	0%
Bellevue	124.1	79	66%	13%	18%	3%
Black Diamond	5.0	63	90%	10%	0%	0%
Bothell	28.0	72	59%	25%	12%	4%
Burien	29.3	69	40%	51%	7%	2%
Clyde Hill	4.2	72	56%	33%	11%	0%
Covington	8.0	61	22%	55%	23%	0%
Des Moines	19.4	70	60%	21%	10%	9%
Duvall	1.5	88	100%	0%	0%	0%
Enumclaw	11.5	59	27%	40%	33%	0%
Federal Way	43.6	83	83%	13%	4%	0%
Hunts Point	1.1	95	100%	0%	0%	0%
Issaquah	21.0	68	53%	28%	12%	7%
Kenmore	12.4	78	70%	28%	2%	0%
Kent	119.0	84	80%	10%	6%	4%
Kirkland	54.7	64	40%	39%	17%	4%
Lake Forest Park	5.3	64	41%	37%	22%	0%
Maple Valley	4.1	70	64%	25%	11%	0%
Medina	5.8	79	66%	34%	0%	0%
Mercer Island	24.3	79	76%	23%	1%	0%
Milton	6.5	46	10%	55%	3%	32%
Newcastle	9.2	59	26%	42%	32%	0%
Normandy Park	8.1	64	36%	34%	30%	0%
North Bend	5.0	50	28%	25%	32%	15%
Pacific	7.1	53	15%	35%	50%	0%
Redmond	50.0	81	74%	13%	9%	4%
Renton	81.7	73	61%	16%	11%	12%
Sammamish	na	na	na	na	na	na
SeaTac	18.6	76	51%	22%	16%	11%
Seattle	480.0	67	51%	26%	18%	5%
Shoreline	33.5	72	64%	16%	11%	9%
Skykomish	1.0	26	10%	0%	13%	77%
Snoqualmie	1.8	49	30%	47%	18%	5%
Tukwila	30.3	63	30%	47%	18%	5%
Woodinville	12.0	56	30%	33%	19%	18%
Yarrow Point	1.2	60	30%	51%	19%	0%
Unincorporated KC	541.0	83	82%	8%	3%	7%
King County Total	**1,898.4**	**74**	**64%**	**19%**	**11%**	**6%**

source: King County Department of Transportation

This indicator uses Pavement Condition Index (PCI) to illustrate the condition of King County city and unincorporated area arterials. PCI is a standard numerical rating of pavement condition ranging from 0 to 100, with 0 representing the worst possible condition and 100 representing the best possible condition. For purposes of this planning level discussion, pavement condition is categorized as follows: Very Poor (PCI<25), Poor (PCI 25-49), Fair (PCI 50-70) and Good to Execellent (PCI 71-100). Though each jurisdiction sets its own goals and standards for pavement management, it is generally accepted that pavement in fair condition or better requires routine maintenance and repair, while pavement in poor condition or worse is likely to require more significant repairs, overlay, or possibly even reconstruction.

Figure 45.1 shows the pavement condition ratings for King County's arterials. It reflects each jurisdiction's estimated centerline miles, the average weighted PCI rating by centerline, and the corresponding share of arterials rated Good to Excellent, Fair, Poor and Very Poor. Centerline miles are defined as the number of miles along the "centerline" of a roadway regardless of the number of lanes contained within it. There are approximately 1,900 centerline miles of federally classified arterials in King County.

As shown, the overall average pavement condition for arterials in King County is good (PCI > 70). The majority of the larger cities and unincorporated King county, which contain the lion's share of arterial miles, have average PCI scores of 65 or better. The majority of all arterials, more than 80%, are rated in Fair or better condition. Just over 11% of arterial miles are rated in Poor condition and another 6% are in Very Poor condition. Of the 39 cities and unincorporated King County, six cities have 30% or more of their arterials in Poor condition and seven have more than 10% of their arterials rated in Very Poor condition.

This indicator acknowledges that PCI is based on a visual assessment of the surface roadway conditions and may not accurately indicate the condition of the under laying base and subgrade of the pavement. Furthermore, it should be noted that pavement condition is not static. Rather, pavement deterioration is a continual phenomenon. Severe weather conditions and increased traffic volumes-- as experienced in recent years-- futher affect the rate of deterioration. As such, the PCI scores used in this indicator reflect a snapshot in time.

Notes and Data Sources

Indicator 41: Average Commute Lengths for Major Destinations in King County

Data for figure 41.1 taken from *Measures, Markers and Mileposts, September 30, 2007* as provided by the Washington State Department of Transportation (WSDOT), available at http://www.wsdot.wa.gov/accountability/graynotebook.pdf. WSDOT monitors traffic conditions on 51 commute routes in the Puget Sound region, using real-time data. The 38 most congested routes are reported in *Measures, Markers and Mileposts* and found a worsening of congestion on the *most congested* commute routes. Using modeled data, the Texas Transportation Institute (TTI) estimates congestion across the entire Seattle metropolitan area improved relative to comparably sized metropolitan areas.

Indicator 42: Public Transit Ridership

Figure 42.1: Metro Transit data provided by King County Department of Transportation at http://www.metrokc.gov/kcdot/tp/transit/. Community Transit data provided by Community Transit Authority at http://www.commtrans.org/. Sound Transit Express and Sounder data provided by Sound Transit at http://www.soundtransit.org/x3821.xml. Boardings reported in this bulletin for Metro buses differ from previous year reporting due to the implementation of updated automatic passenger counting software. This more accurate count of boardings is approximately 3% higher than previous estimates. Ridership data reported in this bulletin prior to 2006 have been adjusted to reflect this measurement improvement. Prior bulletins reported select Sound Transit Express Bus routes operated by Metro Transit in the Metro Transit category. They are no longer reported in the Metro Transit category to avoid double-counting. Community Transit includes routes between Snohomish County and downtown Seattle, Bellevue and the University of Washington. Sound Transit includes bus routes between Pierce and King Counties and Snohomish and King Counties. Sounder includes all commuter rail passenger boardings on the Tacoma/ Seattle and Everett/ Seattle routes. Figure 42.2 data taken from *Puget Sound Trends, July 2006*, provided by the Puget Sound Regional Council, available at http://psrc.org/publications/pubs/trends/t12jul06.pdf. The report includes Park and Ride statistics for regional Park and Rides with a minimum of 250 stalls, excluding all smaller lots.

Indicator 43: Percent of Residents who Walk, Use Transit, Bicycle or Carpool as Alternatives to the Single Occupancy Vehicle

Data taken from the 1990 and 2000 U.S. Census, available at http://www.census.gov/ and the 2006 American Community Survey, available at http://www.census.gov/acs/www/index.html. Figure 43.1 reports the means of transportation to work for all working King County residents over the age of 16 and includes commutes going outside King County and at off-peak hours.

Indicator 44: Amount of Congestion Affecting Commercial and Non-Commercial Traffic

Data for figure 44.1 provided by Washington State Department of Transportation (WSDOT), http://www.wsdot.wa.gov/. Data regarding growth in commercial truck traffic provided by WSDOT, http://www.wsdot.wa.gov/. WSDOT monitors commercial truck on five highway corridors: I-5 near N. 175th, SR18 near Auburn/ Black Diamond Road, SR522 between SR202 and SR9, I-405 near 112th Ave SE, and SR167 near S. 208th St. Port of Seattle seaport activity available at http://www.portseattle.org/seaport/statistics/pos10yearhistory.shtml.

Indicator 45: Number of Lane Miles of City, County and State Roads and Bridges in Need of Repair and Preservation

Data provided by the Washington State Department of Transportation (WSDOT) High and Local Programs Division as developed by the King County Department of Transportation (KCDOT). WSDOT uses this survey data to develop the beiennial 2006 Washington City Arterials Condition Report. City arterial pavement conditions are based on 2005/2006 data. Unincorporated King County arterial pavement conditions are based on 2005-2007 data. Only federally classified urban and rural principal, minor and collector arterials are included in this analysis; residential streets are not included. Federal classifications may differ from King County Comprehensive Plan classifications in the unincorporated area. Road condition categories are provided here for planning level comparison among jurisdictions. The actual PCI scale used by local jurisdictions in their pavement management programs varies. For more information, contact King County Office of Regional Transportation Planning, 206-684-6795.

King County Benchmark Program

Established by the Growth Management Planning Council (GMPC) in 1995 as required by the WA State Growth Management Act, the King County Benchmark Program monitors 45 indicators that measure the progress of the King County Countywide Planning Policies. The indicators are intended to collectively articulate the impact of land use and development policies/ practices on our natural, built and social environment. Rather than focusing on the jurisdictional programs of the county's 40 jurisdictions, the Benchmarks provide a high level analytical view of change within the geographic boundaries of King County.

As one of the first and most durable efforts at monitoring outcomes in the public sector, the King County Benchmark Program demonstrates how measurement of broad quality-of-life outcomes can help determine if public policy and programs are making a difference. Public outcome monitoring is a strategy for change: it alerts us to what we are doing well and where we need to do better. It is closely connected to both the policy goals that it monitors, and to the strategic planning, programs, and services that are intended to implement those goals.

The Benchmark Program reports cover five policy areas: land use, economic development, transportation, affordable housing and the environment. All reports are available on the Internet at http://www.metrokc.gov/budget/benchmrk. For information, please contact Lisa Voight, Program Manager (206) 296-3464, King County Office of Management and Budget, 701 Fifth Ave, Suite 3200, Seattle, WA 98104, or e-mail: lisa.voight@kingcounty.gov.